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IMPORTANT TO The Howard Insurance Company

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Atlantic Fire and Marine Insurance COMPANY.

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## LOUISVILLE.

THURSDAY, APRIL 26, 1855

RAILROAD IRON—ITS MANUFACTURE IN THE American Mining Chronicle there is an account of the views of Prof. Wilson, who came to this country as British commissioner to the New York exhibition, on the extent and variety of our iron deposits. His views were presented in a paper read before the Society of Arts. in London, after his return, "On the Iron Industry of the United States," It discloses important facts, and makes some candid admissions in relation to this great interest of our country. The Professor glances at its past bistory and the charges of the next Presidential election. Douglas is high Democratic authority. Moreover he is the spin kinst individual of his parity, the cause of the anti-American san is be in pless. We may now expect a more guitable writer to a further exercise of the great rush than ever into the American ranks. It to get in, they had better apply as soon as possible. Hitherto the Know-Nothing shave secutively and the classes of the great rush that the country will be gratined with an exercise of the great rush than ever into the American ranks. It to get in, they had better apply as soon as possible. Hitherto the Know-Nothing shave secutively and the classes at its past bistory and the classes are real rush that receive nearly all comers, but, as it is a contraction to the disconting the contraction of the produce in a paper will carry the next President and the rither disconting the dection. Douglas is high Democratic authority. Moreover he is the spin kinst individual of his parity, the cause of the anti-American ranks. It is estimated to the concerted the victory to the American ranks. It is estimated to convert the above amount of pig iron, it would not have the concedes the victory to the American ranks. It is estimated to convert the above amount of pig iron in the passon of the anti-American ranks. It is estimated to get in the distinct of the anti-American ranks. It is estimated to get in the produce of the anti-American ranks. It is estimated to get in the distinct of the anti-American ranks. It is estimated to g

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80,000 tone; cost per ton. \$15 to \$20.

3. The Delaware and Leh gh rivers distri 4. The Scl ylkill River district-product of

1 Juni tone; cost per ton, \$20. 5. The S squebanna district — pr 120,000 to ; cost per ton. \$15 to \$18. 6. The Potomac River district-prod

125,00% tons; cost per ton, \$20.

said all, we think, that can be said upon the liquor law. He obtained the office, and now he made to it until the facts are made familiar to, and become deeply impressed on the public it into a glass of the liquor itself.

In opening the subject, Mr. Mather points out the resources which have circumscribed the manufacture of railroad iron in the Unit States. On the part of the iron masters, as af-ready suggested, it was not undertaken, because they were fully employed in making pig ir is for castings and for merchant iron. Railro mills requiring the orday of more capital assigned as another reason. The difficulty of directing capital from one to another branch of business, and where it is already profitably employed, is another. The long credit given on railroad iron, and frequent reception of bonds in payment in England, and the short creds, or cash required by iron masters in the United

of fuel, and fluxed for smelting, and the facilities of cheap transportation, are on the other hand to be taken into account as strong inducements to embark in the business, and as enabling us to meet successfully competition from Eumatter of credit, in any successful effort is rat-road making. We apprehend on this score no more difficulty here than in Europe, if the securi-ties offered are shown to be unquestionably good. The relative advantages of the East and West for the production of iron, as pointed out by Mr. Mather, we shall not bere detail. We know that we have in the West whatever is necessary to cheapen the cost of its production. The advantages in the manufacture of them. vantages in the manufacture of railroad iron are

seven States, is about 160,000 tons. The i w city except in reply to violent vituperations of admirable in an extra city except in reply to violent vituperations of admirable in a city except in reply to violent vituperations of roads will require 400,000. The wants of the their own is the result of personal cowardice, admirable invention, exquisite discrimination

to justify the erection of furnaces and forges to small and work them. In a late number of the

this great interest of our country. The Professions grantes at its past bistory and the changes which it has undergone. The manufacture of iron was first established in the New England in on was first established in the New England S ate, where the ores were reduced by wood, as a fuel. Iron, according to bis statement, was made in Virginia in 1715, before which time it was imported a to the colony from the mother c introduced by a M. Cowley from America (the name of the colony send quantity of iron. It was not until 1736 that any notice was taken of the remarkable import of this enterprising commer. mot until 1738 that any notice was taken of the remarkable import of this enterprising commercial in y. No doubt the iron, being of American manufacture, was looked upon as good for prany. If the firms s and rail mill belong to nothing, and she had been manufacture, was looked upon as good for prothing, and she had been manufacture, was looked upon as good for or different companies, the account more of this enterprising commercial in y. No doubt the iron, being of American manufacture, was looked upon as good for prothing, and she had been manufacture, and she had been manufacture, was looked upon as good for prothing, and she had been manufacture, and she had been manufacture, was looked upon as good for prothing, and she had been manufacture, and she had been manufacture, was looked upon as good for prothing, and she had been manufacture, and she had been manufacture, was looked upon as good for prothing and she had been manufacture, and she had been manufacture, was looked upon as good for prothing and she had been manufacture, and she had been manufacture, was looked upon as good for prothing and she had been manufacture. nothing, and she had been unable to sell a pound of it. In 1738, however, it is found to be in the very different, and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the self and the pig would cost the rail of the pig would cost the rail possession of the Government, perhaps by purchase, it more probably placed there by the importer to bave its quality tested at some of their establishments. The roowing report from the officers of the dock-yard at Woolwich to the navy board, dated September 3, will bushel—1(0) bushels for conventing into railroad has

our readers to know how this vision stands, we be highly remunerative. It also appears that Salt Lakegentry's going half so far as that W. we can make iron, both pig and rai road bar, as were well apprised of their considering a p

Mr. M ther is of the opinion that the rei is- of their regarding it as "an in sion of the duties on rail bars would not affect upon their consciences." the W stern manufacturer more than to diminush his profits to the extent of the remission. rahity of wives is not a simple privilege by production, 12 ,000 tor; cost per ton, \$to to From the foregoing it is very evident that we is can make our own ran oad iron, and that we salvation. Some young fellows might the can make it as cheap as it can be made in Wales. such terms of sal ation very easy indeed, Mather to which we called low refer. We have gathered enough from his able paper to show what we wished, viz. that railroad iron mass in its editerial corps.—Times. can be prortably made in the United States, and We have only one German in our editor. 7. The Onco, Cumberland, and Tenne ee that it can be made lower in the West than 11 corps but he is a capital one, and we do 1 rivers district—production, 150,600 tone; cost the East. Of this there can be no doubt; and, wonder that the imagina ion of the Times in we believe, that in the southern coal fields of tiphes him by two. He is only our local a Bee des the products of these districts, about Kentucky, where coal and iron ore are to be commercial editor, having noth 100.000) tors met be allowed as the product u found together mentals and of the politics of the Journal and filling the saof numerous isolated works sea to ed throughout the upper portions, especially of the Alan-abund nee of the other elements which are needly filled in the Times. We wonder if the tic States, where charcoal as fuel was univer- ce sary in the rejuction of one i to from rail. Times can possibly have intended by the reinal road or any other kill of iron can be manufac- above to convey a true and honest impression

the illustrates the vast capacity of the American Cosou for the production of coal and i.e., and exhibits in a map of the United States to extra the world. We have reason triumphantly sustained by practical deviation triumphantly sustained by practical deviations and the sustained by practical deviations are sustained by practical deviations.

quence of an over production.

In showing our ability to manufacture railroad iron, we shall refer for our facts to a very
conclusive paper on the subject prepared by
Mr. Mather, State Geologies of Ohio. He has
the state of the production of the production, he wrote a strong letter in layor of the
layor think that can be said mounted.

In this little piece our Arkansas corre ] For set no cJurnal

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ral other Western States, with but slight varia-

ut Judge Loving, says: 

3d. The small cost of stock at the furnaces 3d. The small cost of stock at the furnaces 3d. The small cost of stock at the furnaces 3d. The cheapuess and abundance of procisions.

5th. The rail oad and water transportation to distribute the iron sasily in every direction.

6th. The great amount of iron required in fature years will be in the West, the Northwest, and the Southwest, in the values of the Most off office of the city. The Times stated that Judge L arrived in this city last Tuesday evening; and it stated that he kept himself shut up in a private house every day till dark from Tuesday full surface with which we began the perusal of the work, they were more than realized. We believe that Mrs. Bradford is a native of Kentucky. The scene of her nivel is laid in this state and a portion of it in housyile, and this sulficient for three thousand miles of new railroads. The wear and tear of railroads with require about 100,000 tons annually to keep them in repair. The present railroad iron production of the United States, confined to about seven States, is about 160,000 tons. The law roads will require aloue 100,000 tons annually to keep them in repair. The present railroad iron production of the United States, confined to about seven States, is about 160,000 tons. The law roads will require aloue 100,000 tons for the city. The times suppose that our city except in reply to violent virtuperations of its production with which we began the perusal of the work that Judge L arrived in this city last Tuesday evening; and its stated that Judge L arrived in the city. The Times stated that Judge L arrived in the city. The Times stated that Judge L

tea; and person to your warrant of July 11th, 1735, have made sufficient trial of each of the sort; find the said iron to be very good and aft for H. M.'s service, superior in energy respect to the best Swede's iron, and its our opinion worth £171's. 6d. per ton." According to Professor Wilson, who, for facility of reference and for his own, convenience and the said is a service and the sai

ence and for his own convenience, divided the roon region into seven districts, and afterwards obtained the product of each, the total production in the U ted States amounts to about 700, to \$33.15 per ton in favored localities, and generally one tons. As it may be interesting to some of the lighty rengineers by the skep pice. raity of wives allowable, b ' we rever o

rew (who cannot control the conduct of the naster of the ve set, and therefore should not be coparided) should be sacrificed.

Now, whether right or wrong, this is the usuge of the naval service, and to which, I presume, the configuration of the naval service, and to which, I presume, the configuration of the same worded it reasons the configuration of the same worded it reasons the same worded it reasons.

Ace; by Arnie Chambers Bradford. Philade

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THIS EVENING thursday , April 26 will be performed the Playent of the @grP- respense & t 70 k. Curts | the sat " \ 'cl Trible Booth e pendelly from PlA M till I P. M., anafr 3 t. P. M., w. reseats may be a. r.d. 1 moni rwill t. r. p. n. M. fran debts outra edw. t. tawn tenerder from t.

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